

MAR 1952

CLASSIFICATION RESTRICTED  
 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT NO.   
 CD NO.

25X1A

COUNTRY China DATE OF INFORMATION 1953  
 SUBJECT Economic; Transportation - Rail, bridge construction  
 HOW PUBLISHED Daily newspaper DATE DIST 25 Mar 1953  
 WHERE PUBLISHED Hong Kong NO. OF PAGES 2  
 DATE PUBLISHED 13 - 30 Jan 1953  
 LANGUAGE Chinese SUPPLEMENT TO REPORT NO.   
 ILLEGIB

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 702 AND 704, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Ta Kung Pao.

COMPLETION OF TEMPORARY BRIDGE ACROSS YELLOW RIVER;  
TRAINING OF RR CONSTRUCTION WORKERS NEAR PEIPIING

Summary: On 10 January 1953, the building of a temporary bridge across the Yellow River, 25 kilometers west of Lan-chou, to facilitate work on the construction of the Lan-chou -- Sinkiang Railway was completed.

In the Railway Bridge Construction Works at Feng-t'ai, near Peiping, a large number of technicians and mechanics are being trained, and a considerable quantity and variety of road construction and excavating machinery and equipment is being repaired and built.

Special cars for children and infants are to become standard equipment on all the railway lines, according to recent orders.

TEMPORARY BRIDGE TO FACILITATE CONSTRUCTION SINKIANG RR -- Hong Kong, Ta Kung Pao, 26 Jan 53

Lan-chou, 25 January -- A temporary bridge across the Yellow River for use in constructing the Lan-chou--Sinkiang Railway, was started 1 November 1952 and completed 10 January 1953.

It is located at a point 25 kilometers west of Lan-chou, where the crossing of the river is one of the chief bottlenecks on the whole project. The deck of the bridge is 13 meters above the surface of the water. The work on this bridge was done by the third team of the Northwest Railways Engineering Bureau. They adopted Soviet advanced methods, and sank caissons to support the spans instead of building piers. The steel spans were assembled and floated into position on log rafts.

25X1A

~~RESTRICTED~~

CONSTRUCTION MACHINERY BEING BUILT AT FENG-T'AI -- Hong Kong, Ta Kung Pao,  
30 Jan 53

Peiping, 29 January -- A large number of mechanics and technicians are receiving special training at the Railway Bridge Construction Works at Feng-t'ai, near Peiping, under the direction of the headquarters for the construction of new lines, Engineering Bureau, Ministry of Railways. At the same time, the men are repairing and rebuilding a considerable quantity of road construction and excavating machinery and equipment. The first lot of trainees have had 3 months of intensive training making them superior to third-class skilled workmen. Ten or more of them have already been sent out as operators of mechanized equipment. This year, in the Northeast, Northwest, and Southwest regions, several thousand men are receiving technical training.

Machines that have been repaired or built at the Machine Repair Shops of the Bridge Works include blowers, air compressors, all-purpose steam pile drivers, rock excavators, drill-changing and drill-grinding machines. These machines are also suitable for excavating and grading in connection with the construction of bridges and culverts, digging wells, etc.

ILLEGIB

In the past, the health of workmen engaged in excavating tunnels has suffered because not much use has been made of ventilating equipment. Now, forced ventilation of tunnels during excavation is to be provided; this will not only create better working conditions, but also speed up the rate of work. Hitherto, manpower alone has been depended on for bringing the excavated material out of the tunnel; now, provision is being made for the use of storage-battery-operated locomotives or tractors. The latter are of 15 horsepower, can pull 14 tons, and run at a speed of 15 kilometers per hour on a level track. If the average distance to the dump pile is 500 meters, such a locomotive could make a round trip in 10 minutes.

At the repair and assembly shops, there are also Soviet-type all-purpose steam-operated pile drivers. These pile drivers operate at the rate of 30 blows per minute with a force of 8,000 kilograms. These machines can be used not only for stone piles but also for other not specified piles. All operations pertaining to piles are to be performed with mechanized equipment.

TRAIN TO PROVIDE SPECIAL ACCOMMODATIONS FOR CHILDREN -- Hong Kong, Ta Kung Pao, 13 Jan 53

Peiping, 18 January -- For the greater convenience and safety of children traveling on trains, the railway authorities have instructed all lines to equip their passenger trains with the following accommodations and conveniences:

All passenger trains shall have one children's car equipped with soft seats. This car may be used by mothers with infants, although the mothers hold only hard seat tickets; no ticket is required for the infants. The car shall be equipped with foreign-style white porcelain, covered toilets. Attendants shall help provide suitable food for infants, and there shall be frequent radio music and songs.

Cars operating between Mukden and Peiping shall have small sleeping berths for children or infants; the berths shall be equipped with guard rails or strong nets to prevent the children from falling.

Many of the stations are to provide a special waiting room for mothers with children. This room is to be equipped with playthings for free use.

E N D

~~RESTRICTED~~